DOCUMENT RESUME

ED 115 554 SO 008 777

AUTHOR	Vance, Mary, Comp.
TITLE	New Publications for Planning Libraries (List No. 17: Transportation). Exchange Bibliography 904.
INSTITUTION	Council of Planning Librarians, Monticello, Ill.
PUB DATE	Oct 75
NOTE	27p.; For related documents, see SO 008 761-780
AVAILABLE FROM	Council of Planning Librarians, P.O. Box 229, Monticello, Illinois 61856 ($2.50)
EDRS PRICE	MF-$0.76 Plus Postage. HC Not Available from EDRS.
DESCRIPTORS	*Bibliographies; City Planning; Library Acquisition; *Motor Vehicles; *Planning; *Transportation

ABSTRACT

Contained in this 24-page, partially annotated bibliography are entries on transportation and motor vehicles. The listings provide current information on transportation, dating from 1973 through 1975. The bulk of the documents are project reports, committee reports, commercially published books, and studies. Citations are alphabetized by author and include the title, date, number of pages, and availability. (JR)

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TRANSPORTATION

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Vol. 2 is The Technical Appendix. The report was a Progressive Architecture Design Award in 1974.

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Beek, W. J. and K.M.K. Mutzell. Transport phenomena. New York: Wiley, 1975.

Bell, William G. and William T. Olsen. Toward a unification of national and state policy on the transportation disadvantaged. Proceedings of Fourth Annual Transportation Conference. Tallahassee, Florida: Florida State University, 1975, 3 vol.

Part One: Overview and National Perspectives: Table of Contents: Introduction; Conference Speakers; Program; Planning Committee; Opening Remarks, William Fowler; Toward a Unification of National and State Policy on the Transportation Disadvantaged, William G. Bell and William T. Olsen; The Transportation Problems of the Elderly A State-of-the-Art Report, Joseph S. Revis; Funding Sources for Transportation Programs for the Disadvantaged, Jon E. Burkhardt; Generating a New City Transit Bus Design, Charles J. Daniels; The Rural Highway Public Transportation Demonstration Program, Irving Poka; U. S. Department of Agriculture Resources Applicable to Transportation and Rural Development, William R. Seymour; Integrating State and Local Funding with Federal Funding for Transportation in Urban Areas: The Broward County Social Service Transportation Program, Houston Miller; Integrating State and Local Funding with Federal Funding: Massachusetts' Project Links, Diogo Teixeira; Integrating State and Local Funding with Federal Funding: Rhode Island: Senior Citizen Transport (SCT), Steven G. Polederos; The Delaware Authority for Specialized Transportation: An Authority Approach to Specialized Transportation, Thomas M. Povlitz; Institutional and Administrative Barriers in Federal Regulations on User Eligibility, David Duffy; Institutional Constraints on Urban Transit Systems: Franchise and Labor Problems, Ralph E. Rechel; Public Policy and Transit Services for Handicapped and Elderly Persons, John B. Schnell; What Is Happening to Section 16(b) of the UMTA Act?, George Cronin; Policy and Action on the Transportation Disadvantaged: The Federal Perspective, Theodore C. Lutz; Toward a Unification of National and State Policy on the Transportation Disadvantaged: The Perspective of the Administration on Aging, Donald F. Reilly;

Part Two: Rural Perspectives; Table of Contents: Identification of Speakers; Rural Public Transportation: Problems and Needs, John W. Dickey and Charles B. Notess; Funding Specialized Transportation Systems: Policies and Problems, Suanne Brooks; Integrating State and Local Funding with Federal Resources: A Rural Illustration, Peter M. Schauer; Predicting Transit Demand in Rural Areas, William W. Millar; Use of Existing Facilities in Rural Transportation Delivery, Joyce H. Johnson; Linking Service Providers with Transportation Consumers, Alice E. Kidder;

Running a Rural Transportation System, John Lawson; Implementing a Transportation System for the Elderly in a Rural Setting, John O. Salvesen; The Future of Rural Public Transportation, Arthur Saltzman; Remarks on "The Future of Rural Transportation" Douglas McKelvey;

Part Three - The Florida Experience; Identification of Speakers for Part Three; A. Overview Statements: Remarks, Walter L. Revell; Remarks, O. J. Keller; Legislative Issues Affecting the Transportation Disadvantaged, James W. Newman; Appendix A, Postscript: HRS/DOT Joint Agreement on Transportation; B. Progress on Expanding Services to the Transportation Disadvantaged in Florida; Introduction to Florida Day, David Duffy; The Central Pinellas Transit Authority Experience in Transit Referendums, Wilbur Barnes; Integrating a Program for the Transportation Disadvantaged with an Urban Bus System, Frank Ahedo; Initiating a New Public Transit System in Fort Myers, Gordon C. Lockwood; Public Financing of a Dial-A-Ride Program; The Alachua County Experience, William H. Luecking, Jr.; Incorporating A Special Purpose System into a Public Transit System: The Lift Line Experience, Gene Eddy; Special Service Transportation: Consolidated Agencies Transport System (CATS) of Brevard County, Peter Wahl; St. Petersburg's Tote - Its Past and Future, Ken E. Schreiber; Appendix B, Other Systems in Florida Addressed to the Transportation Disadvantaged; Brevard Transportation Authority, Don Durham; Central Pinellas Transit Authority, Wilbur Barnes; Escambia County Transit Department, Stanley T. Wilson; Jacksonville Transportation Authority, Edward A. Mueller; Key West Port and Transportation Authority, John Blackwell; Metropolitan Dade County Transit Agency, Ray Goode, Suwanee Valley Transit, John Lawson; Reports and Recommendations from DOT Transit Strategy Teams; Introduction; Transit Strategy Team Summary Report - District 2, James Fortuna; Recommendations by Transit Strategy Teams, Sub-District 2A, Robert Pulley; Transit Strategy Team - Recommendations - Sub-District 2B, John Lawson; Transit Strategy Team - Recommendations - Sub-District 2C, William Luecking, Jr.; Transit Strategy Team - Recommendations - District 5, James W. Lee; The Problems of the Transportation Disadvantaged - District 4, Harry Russell; Appendix C, Guidelines for Establishment and Implementation of Transit Strategy Teams.

Bendixson, Terence. Without wheels, alternatives to the private car. Bloomington: Indiana University Press, 1975, 256p.

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Terence Bendixson looks at the whole problem, covering everything from city planning to the design of vehicles.

He examines a number of new technologies including such things as driverless vehicles, electronic guidance systems and moving sidewalks, discussing the ways in which they can be put to use and also their limitations.

He also looks at new ways of using existing vehicles - trains, buses, taxis, bicycles and cars themselves - and most importantly examines new concepts of town planning and life-style that could reduce the need to travel. He gives detailed and fascinating information on experiments in cities from Scandinavia to California where forward-looking planners are trying to reduce their citizens' dependence on the car and to promote the best of all transport strategies - keeping people within walking distance of their needs.

Without Wheels is based on a world-wide survey of its subject. It is also distinguished by its combination of a radical approach with a refusal to be lured into the over-easy answers of "gee-whizz technology."

It comes at exactly the right moment, when we face both a soaring cost of energy and a rising tide of opposition to the old idea of cramming more and more cars and trucks onto the roads and destroying city and countryside to make room for them. Forthright and comprehensive, it signals the way toward our recovery from dementia automobilis, the black disease of expressways, streets, alleys, and parking lots that presently deface our cities and towns.

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Preface: "The title "Pedestrian Planning and Design" may be considered by some to be a misnomer, since only the Good Lord can plan or design a pedestrian. The intent of the book, however, is to help fill the broad gap that exists in the planning and design of building and street spaces for comfortable and convenient human use. Much of this book is based on the author's dissertation, "Designing for Pedestrians," but this title was not used because it did not fully convey the objective and scope intended.

The beginning of the book establishes the importance of walking in urban design, and the problems of pedestrians in today's cities. There is a brief insight into some of the human physiological and psychological factors that affect the planning and design of pedestrian spaces. The traffic and space characteristics of pedestrians are developed in sufficient

detail for an understanding of pedestrian traffic relationships. Supplementary written and pictorial descriptions of pedestrian traffic interactions at various human space occupancies provide a useful supplement for evaluating the environmental design quality of pedestrian building and street spaces.

The objectives of pedestrian planning programs, study procedures and methods of plan implementation are illustrated, and the design discussion is supplemented by illustrative examples. The book closes with a short review of some of the programs that are in progress for the improvement of the pedestrian environment."

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"In this study of five alternative highway systems through 1990, Harris analyzes probable economic and demographic implications, as well as energy requirements and resulting pollution emissions."

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"This book provides a comprehensive and up-to-date review of the present state of the art in applying economic concepts to the appraisal of transport policies. It presents, in simple terms, the basic economic ideas underlying the application of economic techniques to transport appraisal. The exposition of these concepts links recent advances in economic theory to practical evaluation procedures. The bulk of the book is concerned with how the basic concepts may be put to use.

Various ways in which values may be attached to costs and benefits are discussed and the main conditions which must be satisfied for successful work are set out. Particular attention is paid to the theory of the value of time and to the empirical work that has been done to measure this and other items of cost and benefit. The methods used and the results obtained from the earliest to the most recent work in the field are succinctly though comprehensively, set out.

A series of practical problems which arise in evaluation of individual projects and policies are considered including the estimation of shadow prices for cost items such as land and labour; the correct application of various simplified evaluation procedures which are in common use and the link between forecasting procedures and valuation. A number of problems which arise in the presentation of results are considered, including the various forms of decision rule, deferment criteria, changes in the values of costs and benefits through time and the treatment of income distribution effects. The value of economic appraisal in a variety of organisational contexts is discussed and final sections consider the relation between economic appraisal and other approaches to the measurement of social value. There is appraisal and other approaches to the measurement of social value. There is an extensive, select bibliography."

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"Perspectives of Federal Transportation Policy contains the edited proceedings of an AEI conference in which academicians and government policy makers addressed questions of transportation regulation and federal transportation policy.

Part One looks at surface transportation James C. Nelson traces the history of the ICC and concludes that conditions today are very unlike those in existence when regulation was established. Alexander L. Morton argues that the railroads could be made more competitive and service improved through consolidation into a handful of transcontinental railroads. Robert D. Tollison and Alan K. McAdams critize the Nixon administration's approach to regulatory reform and the Northeast railroad crisis, contending that more basic change is necessary. All four writers endorse deregulation.

Part Two is concerned with airline regulation. William A. Jordan examines the history of CAB regulation and concludes that Congress did not intend economic efficiency to be the overriding policy goal. In separate papers, George W. Douglas and Arthur S. DeVany both find that CAB regulation has resulted in excess capacity whose value to the consumers is not worth its cost. Each recommends lower fares and more competition, made possible by less regulation.

In Part Three, George Eads asks why economists have not had more effect on regulatory policy. He suggests they might do better by focusing on the equity effects of regulation rather than the narrower question of economic efficiency.

Part Four reviews federal transportation programs. Yale Brozen puts these in perspective by noting their common characteristic: each heavily subsidizes some sector of the economy, but meets its avowed objectives very inefficiently, if at all. Ross D. Eckert examines the Airport Development Aid Program and recommends using the price mechanism to allocate resources more efficiently. Likewise, George Hilton finds the Urban Mass Transit Program wasteful, because it unduly stresses rail transit lines using linear routes rather than broadly structured systems making greater use of buses. James C. Miller, III appraises Amtrak and concludes it will require continuing, perhaps increasing, public subsidy. Herbert Mohring finds the costs of the Interstate Highway System approximately double what would appear to be warranted.

In Part Five, government policy makers respond, John W. Snow, a deputy assistant secretary of the Department of Transportation, defends the administration's approaches to regulatory reform and the Northeast rail crisis. ICC Commissioner A. Daniel O'Neal

sees some room for return in surface transport regulation, while supporting regulation as necessary and desirable. Gary L. Seevers, members of the Council of Economic Advisers, expresses optimism over the chances for significant regulatory reform. Roy Pulsifer, assistant director of the CAB's Bureau of Operating Rights, argues that deregulation of the airline industry is very unlikely.

In the final part, DOT Under Secretary John W. Barnum outlines the many opportunities for academicians to influence transportation policy."

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Contents: Forword; Public Transportation and Transportation Needs of the Elderly and Handicapped, John B. Schnell; Location of the Carless, R. E. Paaswell and W. W. Recker; Transportation Policy and the Delivery of Social Services in a Small City, Alice E. Kidder; Transportation Needs and Desires of the Elderly Residing in a Medium-Sized City, V. Clayton Weaver and Moreland Herrin; Income Distribution Effects of the Atlanta Transit System, Jarir S. Dajani and M. Michael Egan.

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